SCIP #13
GRANT

APPLICATION FOR FINANCIAL ASSISTANCE
Revised 4/99

IMPORTANT: Please consult the "Instructions for Completing the Project Application" for assistance in completion of this form.

SUBDIVISION: Springfield Township **CODE#** 061- 74121

DISTRICT NUMBER: 2 **COUNTY:** Hamilton **DATE** 09 /12/2008

CONTACT: John Musselman **PHONE #** (513) 522-4004
(THE PROJECT CONTACT PERSON SHOULD BE THE INDIVIDUAL WHO WILL BE AVAILABLE ON A DAY-TO-DAY BASISDURING THE APPLICATION REVIEW AND SELECTION PROCESS AND WHO CAN BEST ANSWER OR COORDINATE THE RESPONSE TO QUESTIONS)
FAX (513) 522-3704 **E-MAIL:** jmusselman@springfieldtwp.org

PROJECT NAME: Lexington Heights Road Improvement Project

SUBDIVISION TYPE
(Check Only 1)
__1. County
__2. City
X 3. Township
__4. Village
__5. Water/Sanitary District
(Section 6119 O.R.C.)

FUNDING TYPE REQUESTED
(Check All Requested & Enter Amount)
__1. Grant $ 493,500.00
__2. Loan $_____
__3. Loan Assistance $_____

PROJECT TYPE
(Check Largest Component)
_X 1. Road
__2. Bridge/Culvert
__3. Water Supply
__4. Wastewater
__5. Solid Waste
__6. Stormwater

TOTAL PROJECT COST:$ 705,000.00 **FUNDING REQUESTED:**$ 493,500.00

DISTRICT RECOMMENDATION
To be completed by the District Committee ONLY

GRANT:$ 493,500 **LOAN ASSISTANCE:**$_____
SCIP LOAN: $_____ **RATE:**_____% **TERM:** _____yrs.
RLP LOAN: $_____ **RATE:**_____% **TERM:** _____yrs.

(Check Only 1)
X State Capital Improvement Program ___Small Government Program
___Local Transportation Improvements Program

OFFICE OF NEW BURLINGTON
COUNTY ENGINEER
2008 SEP 19 PM 2:51

FOR OPWC USE ONLY

PROJECT NUMBER: C_____/C_____
Local Participation _____%
OPWC Participation _____%
Project Release Date: ___/___/___
OPWC Approval: _____

APPROVED FUNDING: $_____
Loan Interest Rate: _____%
Loan Term: _____years
Maturity Date: _____
Date Approved: ___/___/___
SCIP Loan _____ **RLP Loan**

1.0 PROJECT FINANCIAL INFORMATION

1.1 PROJECT ESTIMATED COSTS: (Round to Nearest Dollar)		TOTAL DOLLARS	FORCE ACCOUNT DOLLARS
a.) Basic Engineering Services:		$ .00	
Preliminary Design	$. 00		
Final Design	$. 00		
Bidding	$. 00		
Construction Phase	$. 00		
Additional Engineering Services *Identify services and costs below.		$ .00	
b.) Acquisition Expenses: Land and/or Right-of-Way		$ .00	
c.) Construction Costs:		$ 653,625.00	
d.) Equipment Purchased Directly:		$ .00	
e.) Permits, Advertising, Legal: (Or Interest Costs for Loan Assistance Applications Only)		$ .00	
f.) Construction Contingencies:		$ 51,375.00	
g.) TOTAL ESTIMATED COSTS:		$ 705,000.00	

*List Additional Engineering Services here:

Service:	Cost:

1.2 PROJECT FINANCIAL RESOURCES:
(Round to Nearest Dollar and Percent)

		DOLLARS	%
a.)	Local In-Kind Contributions	$ .00	
b.)	Local Revenues	$ 211,500.00	
c.)	Other Public Revenues	$ .00	
	ODOT	$ .00	
	Rural Development	$ .00	
	OEPA	$ .00	
	OWDA	$ .00	
	CDBG	$ .00	
	OTHER _____	$ .00	
	SUBTOTAL LOCAL RESOURCES:	$ 211,500.00	30%
d.)	OPWC Funds		
	1. Grant	$ 493,500.00	
	2. Loan	$ .00	
	3. Loan Assistance	$ .00	
	SUBTOTAL OPWC RESOURCES:	$ 493,500.00	70%
e.)	TOTAL FINANCIAL RESOURCES:	$ 705,000.00	100%

1.3 AVAILABILITY OF LOCAL FUNDS:

Attach a statement signed by the Chief Financial Officer listed in section 5.2 certifying all local share funds required for the project will be available on or before the earliest date listed in the Project Schedule section.

ODOT PID# _____ Sale Date:
STATUS: (Check one)
Traditional
Local Planning Agency (LPA)
State Infrastructure Bank

2.0 PROJECT INFORMATION

If project is multi-jurisdictional, information must be consolidated in this section.

2.1 PROJECT NAME: Lexington Heights Road Improvement Project

2.2 BRIEF PROJECT DESCRIPTION - (Sections A through C):

A: SPECIFIC LOCATION:

Section 27, T.3, Entire Range 1

These streets are located on the south side of Meredith Drive which runs east from Hamilton Avenue.

PROJECT ZIP CODE: 45231

B: PROJECT COMPONENTS:

- **THE EXISTING ROAD PROFILE WILL BE FOLLOWED AS CLOSELY AS POSSIBLE, WITH THE EXCEPTION OF ENHANCING THE PAVEMENT PROFILE TO ENCOURAGE BETTER WATER FLOW FROM PAVMENT CENTERLINE TO PAVEMENT EDGE AND INTO THE FLOW LINE OF THE NEW CURB.**

- **REMOVAL AND REPLACMENT OF ALL ROLLED CURB ON THE PROJECT STREETS.**

- **REMOVAL OF OLD PAVEMENT (BY MILLING) FROM AN AREA BEGINNING AT THE EDGE OF PAVEMENT IN THE CURB FLOWLINE, PROCEEDING TOWARDS THE PAVMENT CENTER FOR DISTANCE OF 6 FEET. THE MILL WILL REMOVE APPROXIMATELY 2 INCHES OF DEPTH AT THE PAVEMENT EDGE AND WILL GRADUALLY ADJUST (LESSEN) THE DEPTH OF THE MILLING TO MEET THE EXISTING PAVEMENT HEIGHTH AT THE 6 FOOT MARK. THIS WILL CREATE AN ENHANCED PAVEMENT PROFILE FOR BETTER WATER RUN-OFF.**

- **REPAIR OF WEAK OR FAILED AREAS OF THE PAVEMENT BY FULL OR PARTIAL DEPTH REPAIR.**

- **REPAIR OF ALL CURB INLETS (CATCH BASINS), TO INCLUDE ADJUSTMENT TO SURROUNDING PAVMENT HEIGHT.**

- **REPAIR AND ADJUSTMENT OF HEIGHT OF ALL MANHOLES LOCATED IN THE PAVEMENT.**

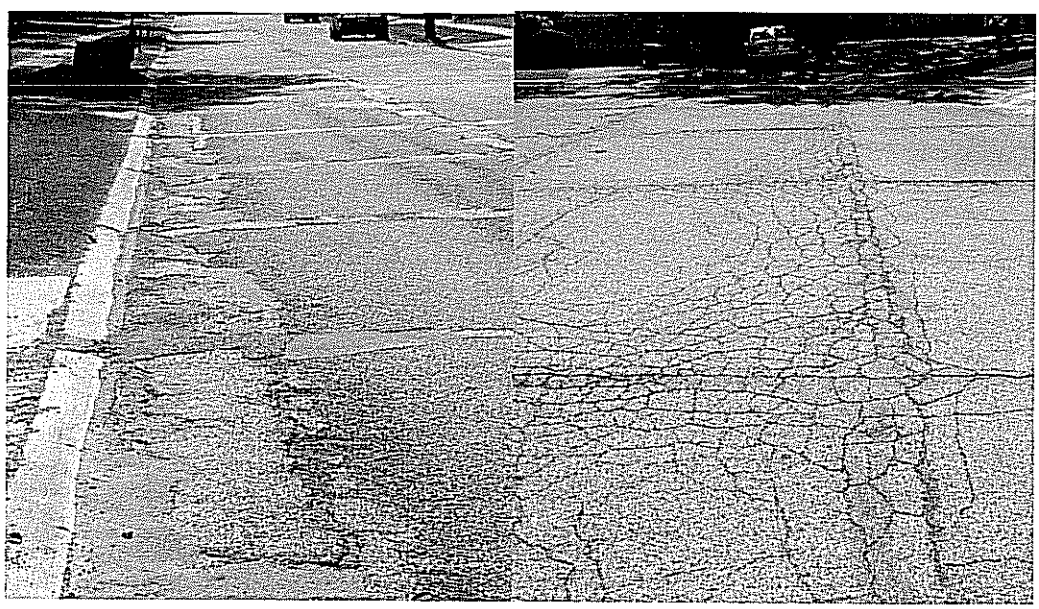
- **APPLICATION OF A STRESS ABSORBING MEMBRANE (SAMI), PRIOR TO THE INSTALLATION OF THE LEVELLING COURSE.**

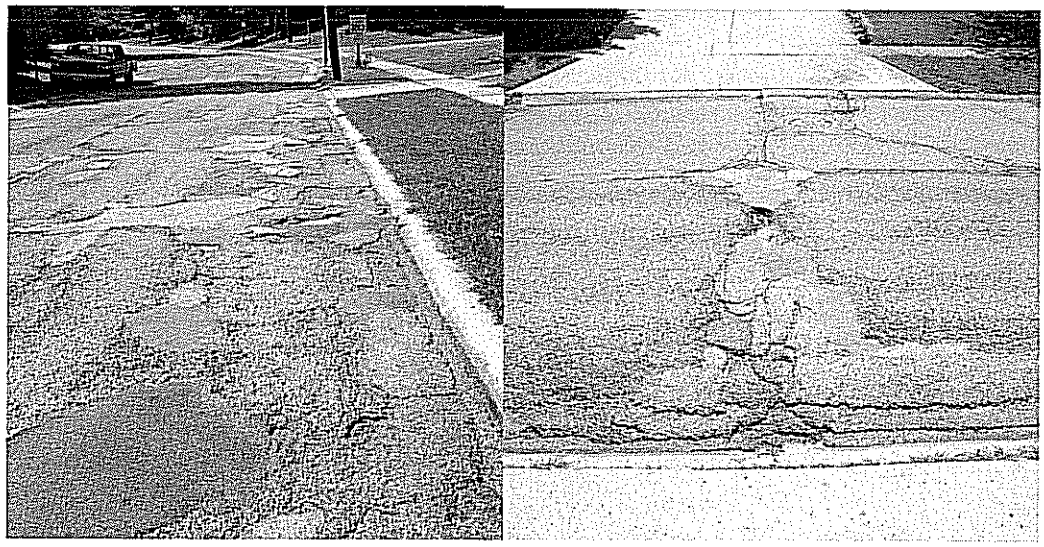
- **INSTALLATION OF A 1 ¼ INCH LEVELLING COURSE OF ASPHALT FOLLOWED BY AN ADDITIONAL 1 ¼ INCH SURFACE COURSE. THIS INCLUDES SEALING OF ALL PAVEMENT EDGES WITH LIQUFIED ASPHALT CEMENT.**

C: PHYSICAL DIMENSIONS / CHARACTERISTICS:

Bluegate Drive:	**789 Lineal Feet**
Adams Road:	**739 Lineal Feet**
Whitebirch Drive:	**317 Lineal Feet**
Bellune Drive:	**211 Lineal Feet**
Trafford Court:	**845 Lineal Feet**
Tanbark Court:	**540 Lineal Feet**
Arvin Avenue:	**440 Lineal Feet**
Bonneville Lane:	**370 Lineal Feet**
Helmsley Way:	**200 Lineal Feet**

These streets all suffer from large areas of alligator cracking, transverse and longitudinal cracking, severe weathering and widening of those cracks, and severe weathering of areas along the edge of the pavement. There are numerous areas along the pavement edge where the asphalt is breaking off and/or raveling, allowing for large pothole like areas adjacent to the edge of the pavement. There are areas where the pavement is sinking and others where the pavement is delaminating from the concrete below. There are hundreds of feet of rolled curb that are broken, cracked, crumbling or missing large pieces. A large portion of the broken curb is at drive aprons so this is a constant aggravation and hazard to the 88 homes in this neighborhood.





D: DESIGN SERVICE CAPACITY:

Detail current service capacity vs. proposed service level.

Road or Bridge: Current ADT 1,320 Year: 2008 Projected ADT: 1,320 Year: 2009

Water/Wastewater: Based on monthly usage of 7,756 gallons per household, attach current rate ordinance. Current Residential Rate: $_____ Proposed Rate: $

Stormwater: Number of households served: 88

2.3 USEFUL LIFE / COST ESTIMATE: Project Useful Life: 10 Years.

Attach Registered Professional Engineer's statement, with original seal and signature confirming the project's useful life indicated above and estimated cost.

3.0 REPAIR/REPLACEMENT or NEW/EXPANSION:

TOTAL PORTION OF PROJECT REPAIR/REPLACEMENT $ 705,000.00

TOTAL PORTION OF PROJECT NEW/EXPANSION $ .00

4.0 PROJECT SCHEDULE: *

		BEGIN DATE	END DATE
4.1	**Engineering/Design:**	10 /06 /08	4 /24 /09
4.2	**Bid Advertisement and Award:**	6 /22 /09	7 / 31 /09
4.3	**Construction:**	8 /03 /09	10 /23 /09
4.4	**Right-of-Way/Land Acquisition:**	n/a / /	n/a / /

* Failure to meet project schedule may result in termination of agreement for approved projects. Modification of dates must be requested in writing by the CEO of record and approved by the commission once the Project Agreement has been executed. The project schedule should be planned around receiving a Project Agreement on or about July 1st.

5.0 APPLICANT INFORMATION:

5.1 CHIEF EXECUTIVE

OFFICER	**TOM BRYAN**
TITLE	**PRESIDENT, BOARD OF TRUSTEES**
STREET	**9150 WINTON ROAD**
CITY/ZIP	**CINCINNATI, OHIO 45231**
PHONE	**(513)522-1410**
FAX	**(513)729-0818**
E-MAIL	**TBRYAN@SPRINGFIELDTWP.ORG**

5.2 CHIEF FINANCIAL

OFFICER	**JOHN WAKSMUNDSKI**
TITLE	**TOWNSHIP FISCAL OFFICER**
STREET	**9150 WINTON ROAD**
CITY/ZIP	**CINCINNATI, OHIO 45231**
PHONE	**(513)522-1410**
FAX	**(513)729-0818**
E-MAIL	**JWAKSMUNDSKI@SPRINGFIELDTWP.ORG**

5.3 PROJECT MANAGER **JOHN MUSSELMAN**

TITLE	**SERVICE DIRECTOR**
STREET	**952 COMPTON ROAD**
CITY/ZIP	**CINCINNATI, OHIO 45231**
PHONE	**(513)522-4004**
FAX	**(513)522-3704**
E-MAIL	**JMUSSELMAN@SPRINGFIELDTWP.ORG**

Changes in Project Officials must be submitted in writing from the CEO.

6.0 ATTACHMENTS/COMPLETENESS REVIEW:

Confirm in the blocks [ ] below that each item listed is attached.

[x] A certified copy of the legislation by the governing body of the applicant authorizing a designated official to sign and submit this application and execute contracts. This individual should sign under 7.0, Applicant Certification, below.

[x] A certification signed by the applicant's chief financial officer stating all local share funds required for the project will be available on or before the dates listed in the Project Schedule section. If the application involves a request for loan (RLP or SCIP), a certification signed by the CFO which identifies a specific revenue source for repaying the loan also must be attached. Both certifications can be accomplished in the same letter.

[x] A registered professional engineer's detailed cost estimate and useful life statement, as required in 164-1-13, 164-1-14, and 164-1-16 of the Ohio Administrative Code. Estimates shall contain an engineer's original seal or stamp and signature.

[ ] A cooperation agreement (if the project involves more than one subdivision or district) which identifies the fiscal and administrative responsibilities of each participant.

[ ] Projects which include new and expansion components and potentially affect productive farmland should include a statement evaluating the potential impact. If there is a potential impact, the Governor's Executive Order 98-VII and the OPWC Farmland Preservation Review Advisory apply.

[x] Capital Improvements Report: (Required by O.R.C. Chapter 164.06 on standard form)

[x] Supporting Documentation: Materials such as additional project description, photographs, economic impact (temporary and/or full time jobs likely to be created as a result of the project), accident reports, impact on school zones, and other information to assist your district committee in ranking your project. Be sure to include supplements which may be required by your *local* District Public Works Integrating Committee.

7.0 APPLICANT CERTIFICATION:

The undersigned certifies that: (1) he/she is legally authorized to request and accept financial assistance from the Ohio Public Works Commission; (2) to the best of his/her knowledge and belief, all representations that are part of this application are true and correct; (3) all official documents and commitments of the applicant that are part of this application have been duly authorized by the governing body of the applicant; and, (4) should the requested financial assistance be provided, that in the execution of this project, the applicant will comply with all assurances required by Ohio Law, including those involving Buy Ohio and prevailing wages.

Applicant certifies that physical construction on the project as defined in the application has NOT begun, and will not begin until a Project Agreement on this project has been executed with the Ohio Public Works Commission. Action to the contrary will result in termination of the agreement and withdrawal of Ohio Public Works Commission funding of the project.

TOM BRYAN, PRESIDENT, BOARD OF TRUSTEES

Certifying Representative (Type or Print Name and Title)

9-18-08

Signature/Date Signed

County of Hamilton

WILLIAM W. BRAYSHAW, P.E.-P.S. COUNTY ENGINEER

700 COUNTY ADMINISTRATION BUILDING

138 EAST COURT STREET

CINCINNATI, OHIO 45202-1232

PHONE (513) 946-4250 FAX (513) 946-4288

STATEMENT OF USEFUL LIFE

As required by Chapter 164-1-13 of the Ohio Administrative Code, I hereby certify that the Lexington Heights Subdivision Resurfacing project will have a useful life of at least 10 years.

CONSTRUCTION COSTS:

The opinion of Project Construction Costs is based on current unit price experience and is subject to adjustment upon completion of detailed plans and receipt of an acceptable proposal by a qualified contractor.

William W. Brayshaw

WILLIAM W. BRAYSHAW, P.E., - P.S.
HAMILTON COUNTY ENGINEER

LEXINGTON HTS. RESURFACING

PROJECT: SPRINGFIELD TOWNSHIP 2008
PROJECT No.
ENGINEER'S ESTIMATE: 705000.00
BID DATE:

ROADWAY ITEMS

ITEM SPEC	DESCRIPTION	UNIT	QUANT	UNIT COST	ENGINEER'S ESTIMATE TOTAL
201	CLEARING & GRUBBING, INC. TREE REMOVAL	LS	1	5000.00	5000.00
202	CURB REMOVED	F	4455	5.00	22275.00
202	CONCRETE WALK REMOVED, AS DIRECTED BY ENG	SF	500	3.00	1500.00
202	CONCRETE CURB RAMP REMOVED	EA	8	300.00	2400.00
251	PARTIAL DEPTH PAVEMENT REPAIR, AS DIRECTED BY ENG	SY	500	45.00	22500.00
254	PAVEMENT PLANING	SY	12400	3.00	37200.00
448	ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, PG64-28 (SCRATCH)	CY	550	135.00	74250.00
448	ASPHALT CONCRETE SURFACE COURSE, TYPE 1H	CY	550	150.00	82500.00
603	12" CONDUIT, TYPE B, 706.02, CL IV, AS DIRECTED BY ENGINEER	F	100	85.00	8500.00
604	CATCH BASIN ADJUSTED TO GRADE (RING)	EA	28	200.00	5600.00
604	CATCH BASIN ADJUSTEDED TO GRADE (BRICK & MORTAR)	EA	1	450.00	450.00
604	STORM MANHOLE ADJUSTED TO GRADE (RING)	EA	8	200.00	1600.00
604	STORM MANHOLE ADJUSTED TO GRADE (BRICK & MORTAR	EA	1	400.00	400.00
604	SANITARY MANHOLE ADJUSTED TO GRADE (RING)	EA	13	75.00	975.00
604	SANITARY MANHOLE ADJUSTED TO GRADE (CONCRETE RING)	EA	1	400.00	400.00
604	SANITARY MANHOLE ADJUSTED TO GRADE (CONCRETE RING) w/NEW CASTING	EA	1	700.00	700.00
604	WATER VALVE CHAMBER ADJUSTED TO GRADE (RING)	EA	1	150.00	150.00
608	CONCRETE WALK (5"), AS DIRECTED BY ENG	SF	500	8.00	4000.00
608	CURB RAMP (TYPE B2)	EA	8	500.00	4000.00
609	CONCRETE CURB AND GUTTER (28")	F	4455	35.00	155925.00
614	MAINTAINING TRAFFIC	LS	1	10475.00	10475.00
1113	RELOCATE EXISTING FIRE HYDRANT	EA	1	2500.00	2500.00
1125	VALVE BOX RESET	EA	1	325.00	325.00
SPL	PERFORMANCE BOND	LS	1	5000.00	5000.00
SPL	SAMI	SY	12400	2.50	31000.00
SPL	BUTT JOINT (ASPHALT)	F	300	10.00	3000.00
SPL	FULL DEPTH REPAIR (ASPHALT)	SY	500	60.00	30000.00
SPL	DOWNSPOUT PIPE, AS DIRECTED BY ENGINEER	F	500	25.00	12500.00
SPL	REPLACE CATCH BASIN GRATES	EA	35	150.00	5250.00
SPL	REHABILITATE EXISTING CATCH BASIN/INLET, COMPLETE	EA	9	1250.00	11250.00
SPL	RECONSTRUCT EXISTING CATCH BASIN/INLET, COMPLETE	EA	18	1500.00	27000.00
SPL	NON-REINFORCED CONCRETE PAVEMENT (7" DRIVE APRONS), AS DIRECTED BY ENG	SY	700	100.00	70000.00
SPL	ASPHALT BINDER PRICE ADJUSTMENT (PG64-28)	xxx	xxx	xxx	7500.00
SPL	ASPHALT BINDER PRICE ADJUSTMENT (1H)	xxx	xxx	xxx	7500.00
	SUBTOTAL FOR RESURFACING BASE BID $_____				**653625.00**

SUPPLEMENTAL ITEMS

448	ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, PG64-28 (SCRATCH)	CY	75	135.00	10125.00

448	ASPHALT CONCRETE SURFACE COURSE, TYPE 1H	CY	75	150.00	11250.00
SPL	FULL DEPTH REPAIR (ASPHALT)	SY	500	60.00	30000.00

SUBTOTAL FOR SUPPLEMENTAL ITEMS $ _____ 51375.00

TOTAL FOR PROJECT $ _____ 705000.00

HAMILTON COUNTY, OHIO
Founded 1795

SERVICE DEPARTMENT

952 COMPTON ROAD
CINCINNATI, OHIO 45231
Phone (513) 522-4004
Fax (513) 522-3704
www.springfieldtwp.org

September 12, 2008

STATUS OF FUNDS REPORT

Project: Lexington Heights Road Improvement Project

This is to certify that the sum of *$211,500* is available as the local matching funds in connection with Springfield Township's application for State Capital Improvement Funds for the above-mentioned project.

The source of the local match will be Springfield Township Funds. Local matching funds have been encumbered and will be certified upon completion of the Project Agreement with the Ohio Public Works Commission.

SPRINGFIELD TOWNSHIP

Chief Executive Officer: _____
TOM BRYAN
TRUSTEE, BOARD OF
TOWNSHIP TRUSTEES

Chief Financial Officer: _____
JOHN WAKSMUNDSKI
TOWNSHIP FISCAL OFFICER

HAMILTON COUNTY, OHIO
Founded 1795

SERVICE DEPARTMENT

952 COMPTON ROAD
CINCINNATI, OHIO 45231
Phone (513) 522-4004
Fax (513) 522-3704
www.springfieldtwp.org

September 15, 2008

USER CERTIFICATION

Project: Lexington Heights Road Improvement Project

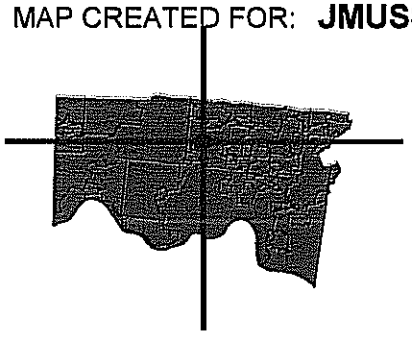
This is to certify that, to the best of my knowledge, the traffic data included in this application is correct.

SPRINGFIELD TOWNSHIP

Chief Executive Officer: _____

TOM BRYAN
PRESIDENT, BOARD OF
~~TOWNSHIP~~ TRUSTEES

MAP CREATED FOR: **JMUSSELMAN @ CAGIS** DATE: **09/12/2008 11:25:46**



2200 Feet

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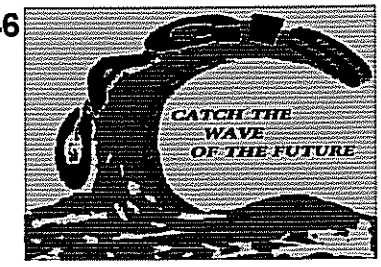
This map was created using the CAGIS System. The City of Cincinnati, Hamilton County or the Cincinnati Area Geographic Information System do not assume any legal responsibilities for the information contained in this map. Users noting errors or omissions



CAGIS
138 E COURT ST, ROOM 1003
CINCINNATI, OH 45202

- **SCIP GRANT:** Mr. Hinnenkamp informed the Board that the SCIP grant application for the Seven Hills project originally was not granted for 2008. Recently, due to another community's refusal of their grant, the money was offered to Springfield Township for this project. Mr. Hinnenkamp requested the Board accept the grant, which will provide $515,875.00 for improvements to the Seven Hills neighborhood. Mr. Hinnenkamp did discuss the 50% matching fund agreement, which will need to be appropriated in 2008 for the project. Ms. McFarlin made a motion to accept the SCIP Grant. Mr. Bryan seconded and the motion was carried.
- **APPOINTMENT OF CFO FOR OPWC PROJECTS:** Mr. Hinnenkamp noted the need to appoint a new CFO in order to sign for Ohio Public Works Commission projects in order to comply with OPWC's new requirements. Tom Bryan was originally declared both CFO and CEO. Ms. McFarlin made a motion to appoint Township Fiscal Officer, John Waksmundski as CFO for OPWC projects. Mr. Bryan seconded and the motion was carried.
- **AGGREGATION CONTRACTS:** Following a brief update on the Township's aggregation program, Mr. Hinnenkamp recommended that the Township enter into a renewal contract with Independent Energy Inc. for gas and electric aggregation consulting services. Ms. McFarlin made a motion to authorize the Administrator to enter a contract with Independent Energy Inc. for gas aggregation services. Mr. Bryan seconded and the motion was carried. Ms. McFarlin then made a motion to authorize the Administrator to enter a contract with Independent Energy Inc. for electric aggregation services. Mr. Bryan seconded and the motion was carried.
- **JOB DESCRIPTION RATIFICATION:** Mr. Hinnenkamp stated that the job descriptions for Project, Events & Communications Coordinator and Senior/Community Services Director are now complete. He also introduced Ms. Kimberlee Flamm and Mr. Thom Schneider, the individuals holding these positions. Ms. McFarlin made a motion to accept the new job descriptions. Mr. Bryan seconded the motion and the motion carried.
- **AUTHORIZATION TO CONDUCT ANNUAL FIRE PREVENTION OPEN HOUSE:** Fire Chief Robert Leininger spoke about the The Fire Prevention Open House. Ms. McFarlin made a motion authorizing the Fire Prevention Open House Event, to be held on October 4, 2008 from 12:00 noon to 4:00 P.M. Mr. Bryan seconded and the motion carried.
- **REQUEST FOR STREET NAME CHANGE:** A resident on Garnoa brought to the attention of the Township that the actual recorded name of the street is Garnoa Street, not the more commonly referred to name of Garnoa Drive. The resident requested that the Township initiate an official name change from Garnoa Street, to the more commonly referred name, Garnoa Drive. Mr. Hinnenkamp explained the procedure for changing a street name. Ms. McFarlin made a motion to survey the residents on the street in order to gain the residents' input regarding changing the official name of the street. Mr. Bryan, seconded the motion and the motion carried.
- **SCIP GRANT PROPOSAL- HEMPSTEAD:** Mr. Hinnenkamp brought up the issue of a possible SCIP Grant application to widen Hempstead Road for the allowance of safer on-street parking. The Trustees expressed concern regarding the opinions of residents on the proposed street work and would like to gain their feedback prior to pursuing the grant. Ms. McFarlin made a motion to hold a public hearing on September 9, 2008 at 4:30 P.M. to obtain feedback from the neighbors on any potential grant applications for Hempstead. Mr. Bryan, seconded the motion and the motion carried.

DISCUSSION ITEMS:

- **FIRE DISTRICT COLABORATIVE STUDIES:** Mr. Hinnenkamp stated that Springfield Township would be participating in a grant funded collaborative feasibility study to determine if there are any opportunities to consolidate Fire service with adjacent jurisdictions. The study will be managed by a steering committee made up of representatives from the participating communities. At this time, the committee is still awaiting a determination from the state whether the grant has been approved. He further noted that Springfield Township is already collaborating in several ways with nearby fire districts.
- **RESURFACING PROJECT UPDATES:** Mr. Musselman provided a review of streets that have been resurfaced in 2008. He also stated that some of the streets in the Seven Hills area are not completed but should be in the near future.
- **MSD PROJECT UPDATE:** Mr. Musselman informed the Board of the status for the two MSD projects underway in the Township. One is in the Arrowood area and the other on Leebrook.
- **BEECH GROVE CEMETARY UPDATE:** Mr. Gilbert informed the Board that he is continuing to work with those responsible for the Beech Grove Cemetery. It is likely that at some point the Township will have to assume responsibility for the cemetery. Ms. Abrams explained some of the legal issues that have been obstacles to resolving the cemetery issue.
- **WINTON ROAD UPDATE:** Mr. Gilbert stated that phase three of Winton Road improvement project should be completed in a few weeks. The next phase, he said will commence on August 18, 2008.

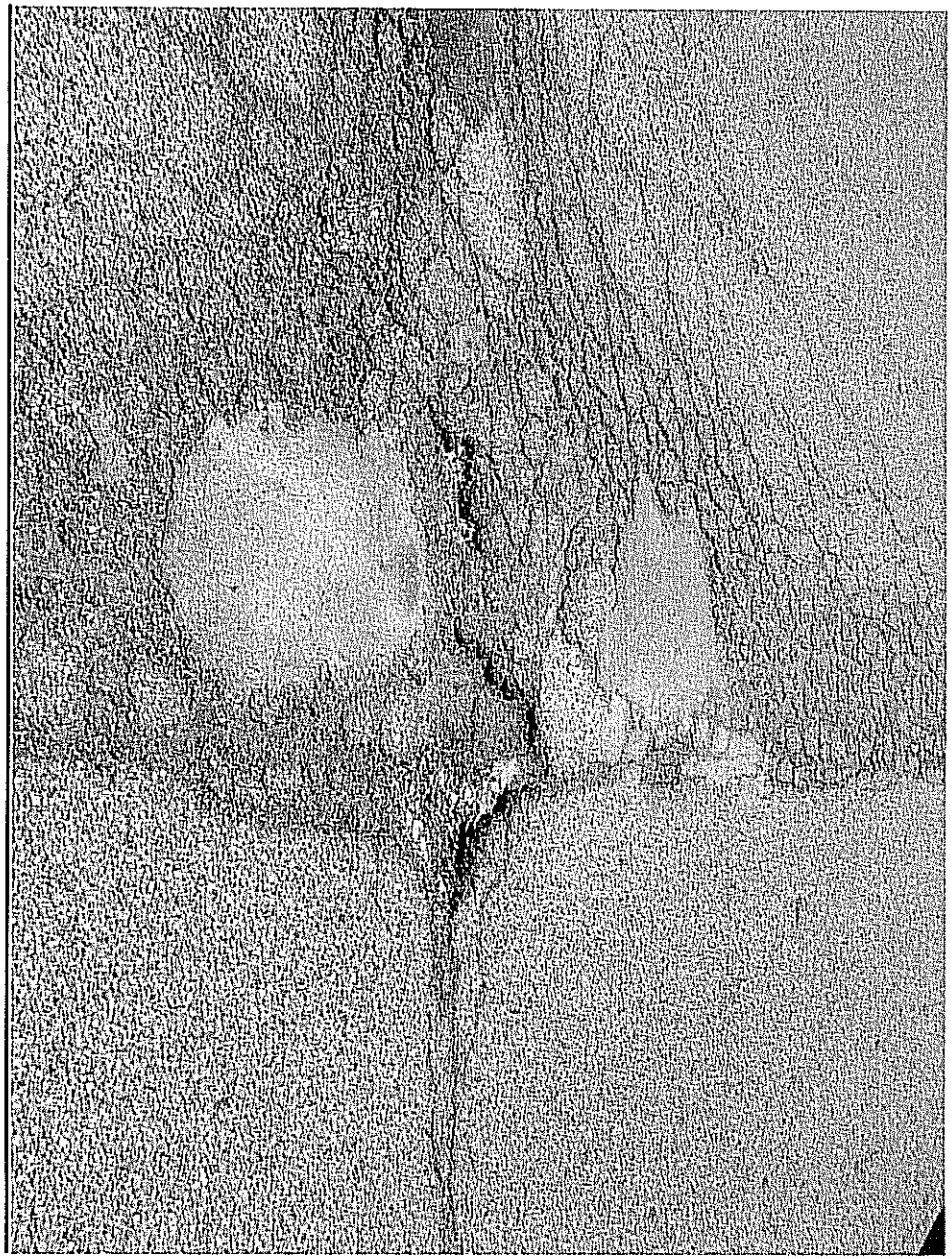
- **Project Agreements:**
  Mr. Honerlaw made a Motion to appoint Tom Bryan as the Finance Officer for the purpose of signing OPWC and SCIP Project Agreements. Mr. Honerlaw seconded and the motion carried.

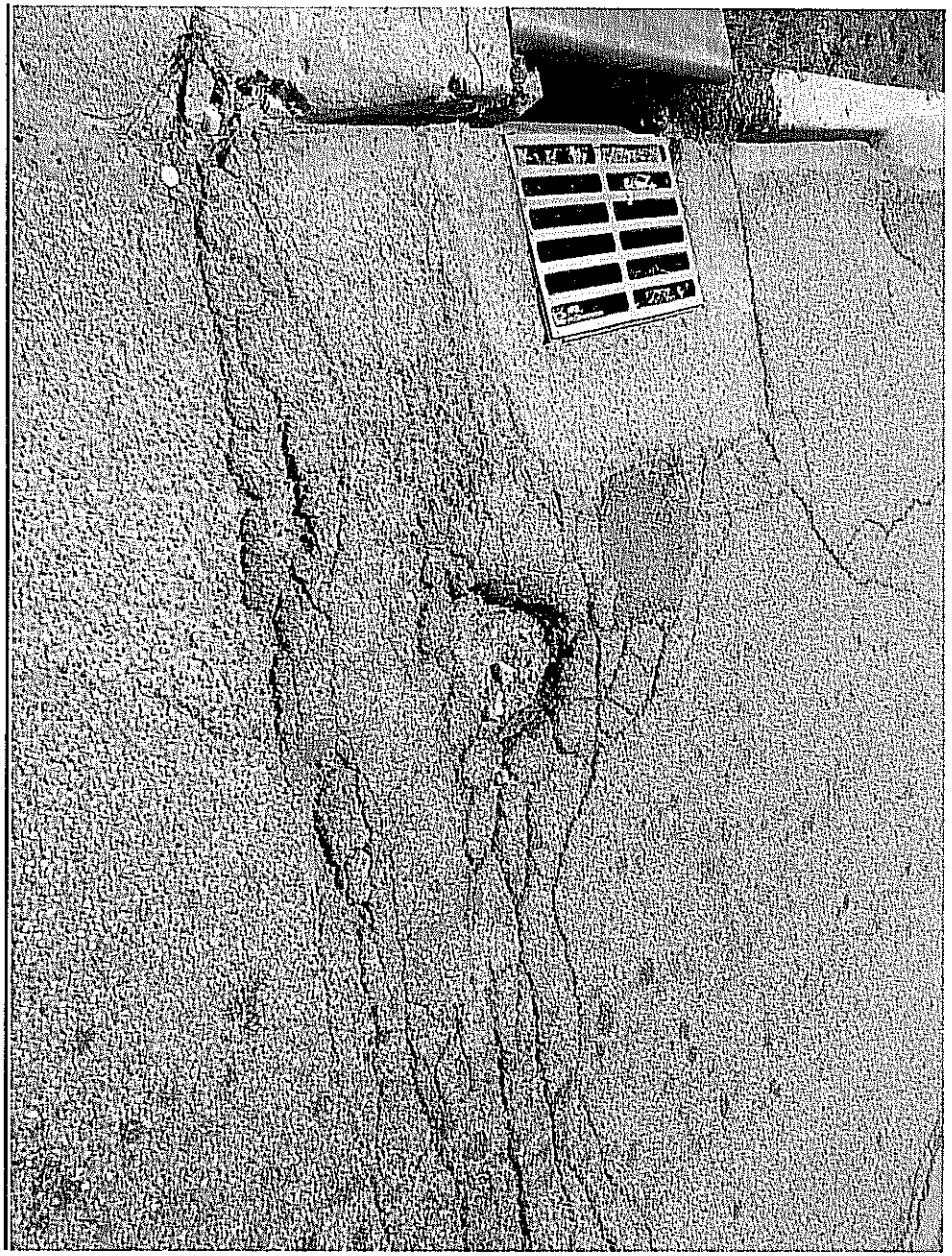
- ***Chief Executive Officer:***
  Ms. McFarlin made a Motion to appoint Tom Bryan as the Chief Executive Officer for the purpose of signing grant documents. Mr. Honerlaw seconded and the motion carried.

- ***Fiscal Officer Authorization:***
  Ms. McFarlin made a Motion authorizing the Fiscal Officer to invest in certificates of deposit when funds are available. Mr. Honerlaw seconded and the motion carried.

- ***Administrators Report:***
  Establishing Rates and Compensation for Non-Contract Township Employees:
  Township Administrator Michael Hinnenkamp requested a motion to establish rates and compensation for non-contract employees. Ms. McFarlin made the motion and Mr. Honerlaw seconded and the motion carried.

WAGE SCHEDULE			
DEPARTMENT/POSITION	2008		
	YEARLY	BI-WEEKLY	HOURLY
SERVICE DEPARTMENT			
SERVICE DIRECTOR			
ASST. SERVICE DIRECTOR			
ROAD SUPERVISOR			
CREW LEADER			
LABORER (2 YRS.)			
LABORER (1 YR. 90%)			
LABORER (START 80%)			
PT LABOR			
PARKS			
PARK SUPERVISOR			
RECREATION COORDINATOR			
SEASONAL STUDENT LABORERS			
SEASONAL STUDENT LABORS (3YRS)			
FLEET			
FLEET MECHANIC SUPV.			
FLEET MECHANIC			
STAFF			
ADMINISTRATOR			
ASST TO THE ADM			
FINANCIAL COORDINATOR			
H.R. COORDINATOR			
REC/SEC			
ACCT/PERS ASST.			
DEVELOPMENT SVCS			
ASST ADM/ DEV SVCS DIR			
DEV. SVCS. CLERK			
ZONING INSPECTOR			
DIR SENIOR SVCS			
COMM/SR BLDG.MTR			
SC/CC CLERK/REC			
FIRE DEPARTMENT			





Segments Condition

Route *Wemblywood Court*

ID	Prediction Group	Pavement Class	Functional Class	OCI	Origin	Reconstructed
454		AC Asphalt Concrete		90.62		

Total for *Wemblywood Court*

Segment Count 1 Network OCI 90.62

Route *Wescott Road*

ID	Prediction Group	Pavement Class	Functional Class	OCI	Origin	Reconstructed
337		AC Asphalt Concrete		69.13		

Total for *Wescott Road*

Segment Count 1 Network OCI 69.13

Route *West McKelvey Road*

ID	Prediction Group	Pavement Class	Functional Class	OCI	Origin	Reconstructed
10		AC Asphalt Concrete		99.10		
10A		AC Asphalt Concrete		100.00		

Total for *West McKelvey Road*

Segment Count 2 Network OCI 99.38

Route *Westbury Drive*

ID	Prediction Group	Pavement Class	Functional Class	OCI	Origin	Reconstructed
191		AC Asphalt Concrete		85.31		

Total for *Westbury Drive*

Segment Count 1 Network OCI 85.31

Route *Whitebirch Drive*

ID	Prediction Group	Pavement Class	Functional Class	OCI	Origin	Reconstructed
386		APC Overlay (ACC Over PCC/PCR)		69.28		

Total for *Whitebirch Drive*

Segment Count 1 Network OCI 69.28

Route *Whitestone Court*

ID	Prediction Group	Pavement Class	Functional Class	OCI	Origin	Reconstructed
324		APC Overlay (ACC Over PCC/PCR)		89.80		

Total for *Whitestone Court*

Segment Count 1 Network OCI 89.8

Route *Whitetail Meadows*

ID	Prediction Group	Pavement Class	Functional Class	OCI	Origin	Reconstructed
617		AC Asphalt Concrete		0.00		

Total for *Whitetail Meadows*

Segment Count 1 Network OCI 0

Route *Wildbrook Lane*

ID	Prediction Group	Pavement Class	Functional Class	OCI	Origin	Reconstructed
240		APC Overlay (ACC Over PCC/PCR)		61.54		

Segments Condition

Route *Hazelhurst Drive*

ID	Prediction Group	Pavement Class	Functional Class	OCI	Origin	Reconstructed
435		AC Asphalt Concrete		69.99		

Total for *Hazelhurst Drive*

Segment Count	1		Network OCI	69.99

Route *Hearthstone Drive*

ID	Prediction Group	Pavement Class	Functional Class	OCI	Origin	Reconstructed
123A		AC Asphalt Concrete		81.76		
123B		AC Asphalt Concrete		81.60		

Total for *Hearthstone Drive*

Segment Count	2		Network OCI	81.65

Route *Heatherdale Drive*

ID	Prediction Group	Pavement Class	Functional Class	OCI	Origin	Reconstructed
205		AC Asphalt Concrete		93.10		

Total for *Heatherdale Drive*

Segment Count	1		Network OCI	93.1

Route *Helmsley Way*

ID	Prediction Group	Pavement Class	Functional Class	OCI	Origin	Reconstructed
332		AC Asphalt Concrete		59.11		

Total for *Helmsley Way*

Segment Count	1		Network OCI	59.11

Route *Hempstead Drive*

ID	Prediction Group	Pavement Class	Functional Class	OCI	Origin	Reconstructed
90		APC Overlay (ACC Over PCC/PCR)		59.51		

Total for *Hempstead Drive*

Segment Count	1		Network OCI	59.51

Route *Highland Avenue*

ID	Prediction Group	Pavement Class	Functional Class	OCI	Origin	Reconstructed
149		AC Asphalt Concrete		97.66		

Total for *Highland Avenue*

Segment Count	1		Network OCI	97.66

Route *Hillrose Court*

ID	Prediction Group	Pavement Class	Functional Class	OCI	Origin	Reconstructed
444		AC Asphalt Concrete		62.48		

Total for *Hillrose Court*

Segment Count	1		Network OCI	62.48

Route *Hollyhock Drive*

ID	Prediction Group	Pavement Class	Functional Class	OCI	Origin	Reconstructed
138		AC Asphalt Concrete		100.00		

Total for *Hollyhock Drive*

Segments Condition

Route *Trafford Court*

ID	Prediction Group	Pavement Class	Functional Class	OCI	Origin	Reconstructed
345		APC Overlay (ACC Over PCC/PCR)		41.48		

Total for *Trafford Court*

Segment Count 1 Network OCI 41.48

Route *Trapp Ct*

ID	Prediction Group	Pavement Class	Functional Class	OCI	Origin	Reconstructed
464		AC Asphalt Concrete		100.00		

Total for *Trapp Ct*

Segment Count 1 Network OCI 100

Route *Trapp Ln*

ID	Prediction Group	Pavement Class	Functional Class	OCI	Origin	Reconstructed
615		AC Asphalt Concrete		99.90		

Total for *Trapp Ln*

Segment Count 1 Network OCI 99.9

Route *Twincrest Court*

ID	Prediction Group	Pavement Class	Functional Class	OCI	Origin	Reconstructed
308		AC Asphalt Concrete		100.00		

Total for *Twincrest Court*

Segment Count 1 Network OCI 100

Route *Twinridge Lane*

ID	Prediction Group	Pavement Class	Functional Class	OCI	Origin	Reconstructed
105		AC Asphalt Concrete		91.87		

Total for *Twinridge Lane*

Segment Count 1 Network OCI 91.87

Route *Vacationland Drive*

ID	Prediction Group	Pavement Class	Functional Class	OCI	Origin	Reconstructed
97		AC Asphalt Concrete		95.66		

Total for *Vacationland Drive*

Segment Count 1 Network OCI 95.66

Route *Viewcrest Court*

ID	Prediction Group	Pavement Class	Functional Class	OCI	Origin	Reconstructed
447		APC Overlay (ACC Over PCC/PCR)		89.80		

Total for *Viewcrest Court*

Segment Count 1 Network OCI 89.8

Route *Vincennes Court*

ID	Prediction Group	Pavement Class	Functional Class	OCI	Origin	Reconstructed
350		APC Overlay (ACC Over PCC/PCR)		64.31		

Segments Condition

Route *Bluejay Drive*

ID	Prediction Group	Pavement Class	Functional Class	OCI	Origin	Reconstructed
Total for *Bluejay Drive*						
Segment Count	1		Network OCI	78.03		

Route *Bobolink Avenue*

ID	Prediction Group	Pavement Class	Functional Class	OCI	Origin	Reconstructed
113		AC Asphalt Concrete		72.91		
Total for *Bobolink Avenue*						
Segment Count	1		Network OCI	72.91		

Route *Bonneville Lane*

ID	Prediction Group	Pavement Class	Functional Class	OCI	Origin	Reconstructed
333		AC Asphalt Concrete		59.36		
Total for *Bonneville Lane*						
Segment Count	1		Network OCI	59.36		

Route *Bossi Lane*

ID	Prediction Group	Pavement Class	Functional Class	OCI	Origin	Reconstructed
298		AC Asphalt Concrete		92.00		
Total for *Bossi Lane*						
Segment Count	1		Network OCI	92		

Route *Brent Drive*

ID	Prediction Group	Pavement Class	Functional Class	OCI	Origin	Reconstructed
129		AC Asphalt Concrete		98.20		
Total for *Brent Drive*						
Segment Count	1		Network OCI	98.2		

Route *Briarfield Court*

ID	Prediction Group	Pavement Class	Functional Class	OCI	Origin	Reconstructed
416		AC Asphalt Concrete		100.00		
Total for *Briarfield Court*						
Segment Count	1		Network OCI	100		

Route *Briarrose Court*

ID	Prediction Group	Pavement Class	Functional Class	OCI	Origin	Reconstructed
372		APC Overlay (ACC Over PCC/PCR)		62.93		
Total for *Briarrose Court*						
Segment Count	1		Network OCI	62.93		

Route *Bridge Creek*

ID	Prediction Group	Pavement Class	Functional Class	OCI	Origin	Reconstructed
612		AC Asphalt Concrete		100.00		
Total for *Bridge Creek*						
Segment Count	1		Network OCI	100		

Segments Condition

Route *Sugartree Court*

ID	Prediction Group	Pavement Class	Functional Class	OCI	Origin	Reconstructed
Segment Count	1		Network OCI	76.83		

Route *Sunridge Drive*

ID	Prediction Group	Pavement Class	Functional Class	OCI	Origin	Reconstructed
79		APC Overlay (ACC Over PCC/PCR)		72.77		
Total for *Sunridge Drive*						
Segment Count	1		Network OCI	72.77		

Route *Sunrise Avenue*

ID	Prediction Group	Pavement Class	Functional Class	OCI	Origin	Reconstructed
252		APC Overlay (ACC Over PCC/PCR)		64.58		
Total for *Sunrise Avenue*						
Segment Count	1		Network OCI	64.58		

Route *Sunwood Court*

ID	Prediction Group	Pavement Class	Functional Class	OCI	Origin	Reconstructed
217		AC Asphalt Concrete		62.71		
Total for *Sunwood Court*						
Segment Count	1		Network OCI	62.71		

Route *Tag Drive*

ID	Prediction Group	Pavement Class	Functional Class	OCI	Origin	Reconstructed
338		AC Asphalt Concrete		92.00		
Total for *Tag Drive*						
Segment Count	1		Network OCI	92		

Route *Tahiti Drive*

ID	Prediction Group	Pavement Class	Functional Class	OCI	Origin	Reconstructed
80		APC Overlay (ACC Over PCC/PCR)		79.67		
Total for *Tahiti Drive*						
Segment Count	1		Network OCI	79.67		

Route *Tanbark Court*

ID	Prediction Group	Pavement Class	Functional Class	OCI	Origin	Reconstructed
344		APC Overlay (ACC Over PCC/PCR)		55.16		
Total for *Tanbark Court*						
Segment Count	1		Network OCI	55.16		

Route *Tangleberry Court*

ID	Prediction Group	Pavement Class	Functional Class	OCI	Origin	Reconstructed
360		AC Asphalt Concrete		47.19		
Total for *Tangleberry Court*						
Segment Count	1		Network OCI	47.19		

Segments Condition

Route *Beechtree Drive*

ID	Prediction Group	Pavement Class	Functional Class	OCI	Origin	Reconstructed
Total for *Beechtree Drive*						
Segment Count 1			Network OCI	99.4		

Route *Belgreen Lane*

ID	Prediction Group	Pavement Class	Functional Class	OCI	Origin	Reconstructed
414		AC Asphalt Concrete		100.00		
Total for *Belgreen Lane*						
Segment Count 1			Network OCI	100		

Route *Bellune Drive*

ID	Prediction Group	Pavement Class	Functional Class	OCI	Origin	Reconstructed
384		APC Overlay (ACC Over PCC/PCR)		32.69		
Total for *Bellune Drive*						
Segment Count 1			Network OCI	32.69		

Route *Belsage Court*

ID	Prediction Group	Pavement Class	Functional Class	OCI	Origin	Reconstructed
446		APC Overlay (ACC Over PCC/PCR)		78.92		
Total for *Belsage Court*						
Segment Count 1			Network OCI	78.92		

Route *Bermuda Place*

ID	Prediction Group	Pavement Class	Functional Class	OCI	Origin	Reconstructed
302		AC Asphalt Concrete		51.71		
Total for *Bermuda Place*						
Segment Count 1			Network OCI	51.71		

Route *Beta Avenue*

ID	Prediction Group	Pavement Class	Functional Class	OCI	Origin	Reconstructed
27A		APC Overlay (ACC Over PCC/PCR)		61.13		
27B		APC Overlay (ACC Over PCC/PCR)		70.88		
27C		AC Asphalt Concrete		100.00		
Total for *Beta Avenue*						
Segment Count 3			Network OCI	77.62		

Route *Bilamy*

ID	Prediction Group	Pavement Class	Functional Class	OCI	Origin	Reconstructed
469		AC Asphalt Concrete		88.00		
Total for *Bilamy*						
Segment Count 1			Network OCI	88		

Route *Biloxi Drive*

ID	Prediction Group	Pavement Class	Functional Class	OCI	Origin	Reconstructed
330		AC Asphalt Concrete		80.25		

Segments Condition

Route *Biloxi Drive*

ID	Prediction Group	Pavement Class	Functional Class	OCI	Origin	Reconstructed

Total for *Biloxi Drive*

Segment Count 1 Network OCI 80.25

Route *Birchridge Drive*

ID	Prediction Group	Pavement Class	Functional Class	OCI	Origin	Reconstructed
395		APC Overlay (ACC Over PCC/PCR)		72.11		

Total for *Birchridge Drive*

Segment Count 1 Network OCI 72.11

Route *Blackhawk Circle*

ID	Prediction Group	Pavement Class	Functional Class	OCI	Origin	Reconstructed
415		AC Asphalt Concrete		100.00		

Total for *Blackhawk Circle*

Segment Count 1 Network OCI 100

Route *Blossomhill Lane*

ID	Prediction Group	Pavement Class	Functional Class	OCI	Origin	Reconstructed
285		AC Asphalt Concrete		85.15		

Total for *Blossomhill Lane*

Segment Count 1 Network OCI 85.15

Route *Bluecrystal Court*

ID	Prediction Group	Pavement Class	Functional Class	OCI	Origin	Reconstructed
265		APC Overlay (ACC Over PCC/PCR)		70.72		

Total for *Bluecrystal Court*

Segment Count 1 Network OCI 70.72

Route *Bluegate Drive*

ID	Prediction Group	Pavement Class	Functional Class	OCI	Origin	Reconstructed
385		APC Overlay (ACC Over PCC/PCR)		36.82		

Total for *Bluegate Drive*

Segment Count 1 Network OCI 36.82

Route *Bluehill Drive*

ID	Prediction Group	Pavement Class	Functional Class	OCI	Origin	Reconstructed
307		AC Asphalt Concrete		40.44		

Total for *Bluehill Drive*

Segment Count 1 Network OCI 40.44

Route *Bluejay Drive*

ID	Prediction Group	Pavement Class	Functional Class	OCI	Origin	Reconstructed
197		APC Overlay (ACC Over PCC/PCR)		78.03		

Segments Condition

Filter	*<Not Applicable>*
Working Set Filter	*(.\Retired is null)*
Sort	*ID*
Group By	*Route*

Segments Condition

Route

ID	Prediction Group	Pavement Class	Functional Class	OCI	Origin	Reconstructed
128				0.00		
388A				0.00		
439A				0.00		
62A				0.00		
62B				0.00		
70 A				0.00		
70B				0.00		
76B				0.00		

Total for

Segment Count 8 Network OCI 0

Route *Abbie Place*

ID	Prediction Group	Pavement Class	Functional Class	OCI	Origin	Reconstructed
25		AC Asphalt Concrete		99.90		

Total for *Abbie Place*

Segment Count 1 Network OCI 99.9

Route *Acreview Drive*

ID	Prediction Group	Pavement Class	Functional Class	OCI	Origin	Reconstructed
279		AC Asphalt Concrete		98.80		

Total for *Acreview Drive*

Segment Count 1 Network OCI 98.8

Route *Adams Ridge Road*

ID	Prediction Group	Pavement Class	Functional Class	OCI	Origin	Reconstructed
455		AC Asphalt Concrete		92.00		

Total for *Adams Ridge Road*

Segment Count 1 Network OCI 92

Route *Adams Road*

ID	Prediction Group	Pavement Class	Functional Class	OCI	Origin	Reconstructed
213		APC Overlay (ACC Over PCC/PCR)		61.12		

Total for *Adams Road*

Segment Count 1 Network OCI 61.12

Route *Aldrich Av*

ID	Prediction Group	Pavement Class	Functional Class	OCI	Origin	Reconstructed
160		AC Asphalt Concrete		95.90		
468		AC Asphalt Concrete		91.16		

Route ***Arrowhead Court***

Inspected By	Inspection Date	Overall Condition Index
CR	10/15/2005	100.00
CR	7/1/2007	99.48
CDR	12/28/2002	96.00

Total For ***Arrowhead Court***
Segments Count 1

Route ***Arrowwood Place***

Inspected By	Inspection Date	Overall Condition Index
CDR	11/19/2002	69.93
CR	7/1/2007	38.97
CR	10/15/2005	47.94

Total For ***Arrowwood Place***
Segments Count 1

Route ***Arundel Drive***

Inspected By	Inspection Date	Overall Condition Index
CR	7/1/2007	66.54
CR	10/15/2005	72.51
CDR	12/28/2002	77.70

Total For ***Arundel Drive***
Segments Count 1

Route ***Arvin Avenue***

Inspected By	Inspection Date	Overall Condition Index
CR	7/1/2007	68.13
CDR	12/29/2002	81.25
CR	10/15/2005	71.32

Total For ***Arvin Avenue***
Segments Count 1

Route ***Ashford Court***

Inspected By	Inspection Date	Overall Condition Index
JBM	3/23/2004	0.00
CR	10/15/2005	100.00

Whiteburch Drive #386 Springfield Township 50' R/W

Sec. 27, T.3, E.R.1 L-0.06 Miles

Location-Int. Bluegate Drive & Adams Road West 499.69'

thence South 336.50' end of Cul-de-Sac.

Acc. Co. Commr's. 10/10/69

Sur. Rec. Bk. 39, pages 120-121

Sub.-Herbert C. Huber 53rd.

Speed 73 Width B C

Tanbark Court #344 — Springfield Township 50' R/W
Sec. 27, T.3, E.R.1, L-0.16 Miles

Location-Hamilton Road 2600' North of Adams Road East on Meredith Drive 3473'; thence North & South 400' & 529' respectively both ending at Cul-de-Sac.

Acc. by Co. Commr's. 3/31/65

Sur. Rec. Bk. 37, page 197, Co. Engineers Office

Sub.-Lexington Heights, Blk. "F"

Speed 70 Width B C

Trafford Court #345 — Springfield Township 50' R/W
Sec. 27, T.3, E.R.1 L-0.16 Miles

Location-Meredith Drive 4184' Southeast of Hamilton Road; thence East to a ball angle turn & North to the end of Cul-de-Sac Total distance 854'.

Acc. by Co. Commr's. 4/6/65

Sur. Rec. Bk. 37, page 198, County Engineers Office

Sub.-Lexington Heights, Blk. "G"

Speed 70 Width B C

Bellune Drive #384 — Springfield Township 50' R/W
Sec. 27, T.3, E.R. 1 L-0.27 Miles

Location-Int. Meredith Drive & Bluegate Drive N.W. 545.41; thence West 450.50 & E. 987.64 end of cul-de-sac.
Acc. Co. Commr's. 10/10/69
Sur. Rec. Bk. 39, Pgs. 120-121

Sub-Herbert C. Huber 53rd.

Speed 73 Width 25' B C

Helmsley Way #332 — Springfield Township 50' R/W
Sec. 27, T.3, E.R.1, L-0.12 Miles

Location-Arvin Avenue 500' north of Meredith Drive; thence east on Biloxi Drive 1004'; thence south 185'. Prev. acc.; thence south 829' to a point.
Acc. by Co. Commr's. 3/17/64
Sur. Rec. Bk. 37, Page 81, Co. Engr's. Office

Sub-Lexington Heights, Blk. "C"

Speed 66 Width B C

Bluegate Drive #385 Springfield Township 50' R/W
Sec. 27, T.3, E.R.1 L-0.20 Miles

Location-Int. Daly Road & Meredith Drive W. 619.67; thence N. 282.50 end of cul-de-sac. & South 802.65.
Acc. Co. Commr's. 10/10/69
Sur. Rec. Bk. 39, Pg. 120-121

Sub-Herbert C. Huber 53rd.

Speed 73 Width B C

Bonneville Lane #333 Springfield Township 50' R/W
Sec. 27, T.3, E.R.1, L-0.07 M

Location-Arvin Avenue 315' south of Meredith Drive east 356' to Cul-de-Sac.
Acc. by Co. Commr's. 3/17/64
Sur. Rec. Bk. 37, page 81, Co. Engr's. Office

Sub-Lexington Heights, Blk. "C"

Speed 29 Width B C

Arvin Avenue #301 — Springfield Township 50' R/W
Sec. 27, T.3, E.R.1, L-0.10 Miles

Location-Meredith Dr. 1120' East of Hamilton Road
North 85'-South 430'
Acc. by Co. Commr's. 9/18/62 Vol. 142-A, P. 548
Sur. Rec. Bk. 36, P. 155, Co. Engr's. Office

Sub-Lexington Heights, Blk. "A", Pt. 1

Speed 66 Width 25' B _____ C _____

Adams Rd. #213 — Springfield Township 50' R/W
Sec. 27, T.3, E.R.1 L-0.14

Location-Int. Meredith Dr. & Bluegate Dr. S. 317.65
thence W. 725.75
Acc. Co. Commr's. 10/10/69
Sur. Rec. Blk. 39, Pg. 120-121

Sub.-Herbert C. Huber 53rd.

Speed 73 Width 25' B _____ C _____

ADDITIONAL SUPPORT INFORMATION

For Program Year 2009 (July 1, 2009 through June 30, 2010), applying agencies shall provide the following support information to help determine which projects will be funded. Information on this form must be accurate, and where called for, based on sound engineering principles. Documentation to substantiate the individual items, as noted, is required. The applicant should also use the rating system and its' addendum as a guide. The examples listed in this addendum are not a complete list, but only a small sampling of situations that may be relevant to a given project.

IF YOU ARE APPLYING FOR A GRANT, WILL YOU BE WILLING TO ACCEPT A LOAN IF ASKED BY THE DISTRICT? __X__YES _____NO (ANSWER REQUIRED)
Note: Answering "Yes" will not increase your score and answering "NO" will not decrease your score.

1) What is the physical condition of the existing infrastructure that is to be replaced or repaired?

Give a statement of the nature of the deficient conditions of the present facility exclusive of capacity, serviceability, health and/or safety issues. If known, give the approximate age of the infrastructure to be replaced, repaired, or expanded. Use documentation (if possible) to support your statement. Documentation may include (but is not limited to): ODOT BR86 reports, pavement management condition reports, televised underground system reports, age inventory reports, maintenance records, etc., and will only be considered if included in the original application.

The streets in this project were all accepted by the Board of County Commissioners between 1962 and 1969 and are all part of the same subdivision. All of the roads within Springfield Townships jurisdiction were last surveyed for condition in 2006, by Carl Rascoe of Wave-Tech Geovision. Attached are copies of a condition report from our Cartegraph PavementView Pavement Management System, which rates the condition of our pavement based on the field inspections by Mr. Rascoe. Adams Road received an overall condition rating of 61.12 (under 70 is "failed"

Arvin Avenue received an overall condition rating of 68.13

Bellune Drive received an overall condition rating of 32.69 (among worst in network)

Bluegate Drive received an overall condition rating of 36.82 (among worst in network)

Bonneville Lane received an overall condition rating of 59.36

Tanbark Court received an overall condition rating of 55.16

Helmsley Way received an overall condition rating of 59.11

Trafford Court received an overall condition rating of 41.48 (among worst in network)

Whitebirch Drive received an overall condition rating of 69.28

All of these streets suffer from large areas of alligator cracking, spalling, weathering, block cracking, transverse and longitudinal cracking and broken and crumbling curb. This project would correct all of these deficiencies by removaing the old pavement through cold planning, adjustment of manholes, repair of catch basins, full and/or partial depth repair as necessary, application of a stress absorbing membrane and installation of a 1 ¼ inch leveling course of asphalt followed by a 1 ¼ inch surface course.

2) **How important is the project to the safety of the Public and the citizens of the District and/or service area?**

Give a statement of the projects effect on the safety of the service area. The design of the project is intended to reduce existing accident rate, promote safer conditions, and reduce the danger of risk, liability or injury. (Typical examples may include the effects of the completed project on accident rates, emergency response time, fire protection, and highway capacity.) Please be specific and provide documentation if necessary to substantiate the data. The applicant must demonstrate the type of problems that exist, the frequency and severity of the problems and the method of correction.

By providing a smoother pavement, free from potholes, loose pavement material, and numerous asphalt patches, we will be improving the overall ride-ability and safety to motorists who travel these streets.

3) **How important is the project to the health of the Public and the citizens of the District and/or service area?**

Give a statement of the projects effect on the health of the service area. The design of the project will improve the overall condition of the facility so as to reduce or eliminate potential for disease, or correct concerns regarding the environmental health of the area. (Typical examples may include the effects of the completed project by improving or adding storm drainage or sanitary facilities, etc.). Please be specific and provide documentation if necessary to substantiate the data. The applying agency must demonstrate the type of problems that exist, the frequency and severity of the problems and the method of correction.

Replacement of the broken curb, weathered and eroding asphalt, and repair of the droken down catch basins will help to eliminate particulate matter from washing into the basins, and then into the stream network of Hamilton County which will help promote an overall cleaner environment.

4) **Does the project help meet the infrastructure repair and replacement needs of the applying jurisdiction?**

The applying agency must submit a listing in priority order of the projects for which it is applying. Points will be awarded on the basis of most to least importance.

Priority 1 Lexington Heights Road Improvement Project

Priority 2 Hempstead Drive Road Improvement Project

Priority 3

Priority 4

Priority 5

5) To what extent will the user fee funded agency be participating in the funding of the project?

(example: rates for water or sewer, frontage assessments, etc.).

N/A

6) **Economic Growth – How will the completed project enhance economic growth**

Give a statement of the projects effect on the economic growth ~~of the service area~~ (be specific).

The improvement project is not designed to enhance economic growth, however, the improvement the infrastructure will help prevent any further decline of property values in this neighborhood. Improved streets and drainage will encourage people to stay in the neighborhood , potentially stimulate investment , and generally improve the appearance and value of the neighborhood.

7) **Matching Funds - LOCAL**

The information regarding local matching funds is to be filed by the applying agency in Section 1.2 (b) of the Ohio Public Works Association's "Application For Financial Assistance" form.

8) **Matching Funds - OTHER**

The information regarding local matching funds is to be filed by the applying agency in Section 1.2 (c) of the Ohio Public Works Association's "Application For Financial Assistance" form. If MRF funds are being used for matching funds, the MRF application must have been filed by **Friday, August 29, 2008** for this project with the Hamilton County Engineer's Office. List below all "other" funding the source(s).

9) **Will the project alleviate serious capacity problems or respond to the future level of service needs of the district?**

Describe how the proposed project will alleviate serious capacity problems (be specific).

N/A

Level of Service (LOS) calculations shall be for the improvements being made in the application. If this project is a phase of a larger project then any preceding phases shall be considered existing conditions for LOS calculations. Any future project phases shall not be considered as part of this applications LOS calculations.

For roadway betterment projects, provide the existing and proposed Level of Service (LOS) of the facility using the methodology outlined within AASHTO'S "Geometric Design of Highways and Streets" and the current edition of the Highway Capacity Manual.

No Build Proposed Geometry

Current Year LOS ____ Current Year LOS ____

Design Year LOS ____ Design Year LOS ____

If the proposed design year LOS is not "C" or better, explain why LOS "C" cannot be achieved.

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10) If SCIP/LTIP funds were granted, when would the construction contract be awarded?

If SCIP/LTIP funds are awarded, how soon after receiving the Project Agreement from OPWC (tentatively set for July 1 of the year following the deadline for applications) would the project be under contract? The Support Staff will review status reports of previous projects to help judge the accuracy of a jurisdiction's anticipated project schedule.

Number of months **1 ½ months**

a.) Are preliminary plans or engineering completed? Yes _____ No **X** N/A _____

b.) Are detailed construction plans completed? Yes _____ No **X** N/A _____

c.) Are all utility coordination's completed? Yes _____ No **X** N/A _____

d.) Are all right-of-way and easements acquired (if applicable)? Yes _____ No _____ N/A **X**

If no, how many parcels needed for project? _____ Of these, how many are: Takes _____

Temporary _____

Permanent _____

For any parcels not yet acquired, explain the status of the ROW acquisition process for this project.

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e.) Give an estimate of time needed to complete any item above not yet completed. **6 mos from 8/19/08** Months.

11) Does the infrastructure have regional impact?

Give a brief statement concerning the regional significance of the infrastructure to be replaced, repaired, or expanded.

Adams Road runs directly past Rex Raplph Elementary and as such is heavily traveled by school buses and motor vehicles transporting children to and from school. Bellune Drive also provide direct access to this school and also serves as an access road to this school.

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12) What is the overall economic health of the jurisdiction?

The District 2 Integrating Committee predetermines the jurisdiction's economic health. The economic health of a jurisdiction may periodically be adjusted when census and other budgetary data are updated.

13) Has any formal action by a federal, state, or local government agency resulted in a partial or complete ban of the usage or expansion of the usage for the involved infrastructure?

Describe what formal action has been taken which resulted in a ban of the use of or expansion of use for the involved infrastructure? Typical examples include weight limits, truck restrictions, and moratoriums or limitations on issuance of building permits, etc. The ban must have been caused by a structural or operational problem to be considered valid. Submission of a copy of the approved legislation would be helpful.

N/A

Will the ban be removed after the project is completed? Yes _____ No _____ N/A _____

14) What is the total number of existing daily users that will benefit as a result of the proposed project?

For roads and bridges, multiply current Average Daily Traffic (ADT) by 1.20. For inclusion of public transit, submit documentation substantiating the count. Where the facility currently has any restrictions or is partially closed, use documented traffic counts prior to the restriction. For storm sewers, sanitary sewers, water lines, and other related facilities, multiply the number of households in the service area by 4. User information must be documented and certified by a professional engineer or the jurisdictions' C.E.O.

Traffic: ADT 2000 X 1.20 = 2400 Users

Water/Sewer: Homes 88 X 4.00 = 352 Users

15) Has the jurisdiction enacted the optional $5 license plate fee, an infrastructure levy, a user fee, or dedicated tax for the pertinent infrastructure?

The applying jurisdiction shall list what type of fees, levies or taxes they have dedicated toward the type of infrastructure being applied for. (Check all that apply)

Optional $5.00 License Tax X

Infrastructure Levy X Specify type Road District Levy

Facility Users Fee _____ Specify type _____

Dedicated Tax _____ Specify type _____

Other Fee, Levy or Tax _____ Specify type _____

SCIP/LTIP PROGRAM
ROUND 23 - PROGRAM YEAR 2009
PROJECT SELECTION CRITERIA
JULY 1, 2009 TO JUNE 30, 2010

NAME OF APPLICANT: Springfield Township

NAME OF PROJECT: Lexington Heights Improvements

RATING TEAM: 1

General Statement for Rating Criteria

Points awarded for all items will be based on engineering experience, field verification, application information and other information supplied by the applying agency, which is deemed to be relevant by the Support Staff. The examples listed in this addendum are not a complete list, but only a small sampling of situations that may be relevant to a given project.

CIRCLE THE APPROPRIATE RATING

1) **What is the physical condition of the existing infrastructure that is to be replaced or repaired?**

25 - Failed
23 - Critical
(20) - Very Poor
17 - Poor
15 - Moderately Poor
10 - Moderately Fair
5 - Fair Condition
0 - Good or Better

blvegate	739	20	15780
adams	739	20	14790
whitebirch	317	17	5389
bellune	211	17	3587
trafford	845	17	14365
tanbark	540	20	10800
arvin	440	17	7480
bonneville	370	17	6290
kelmsley	200	15	3000

Appeal Score

_____

$\frac{91771}{4451} = 18.3$

Criterion 1 - Condition

Condition of the particular infrastructure to be repaired, reconstructed or replaced shall be a measure of the degree of reduction in condition from its original state. Historic pavement management data based on ASTM D6433-99 rating system may be submitted as documentation. Capacity, serviceability, safety and health shall not be considered in this criterion. Any documentation the Applicant wishes to be considered must be included in the application package.

Definitions:

Failed Condition - requires complete reconstruction where no part of the existing facility is salvageable. (E.g. Roads: complete reconstruction of roadway, curbs and base; Bridges: complete removal and replacement of bridge; Underground: removal and replacement of an underground drainage or water system.

Critical Condition - requires partial reconstruction to maintain integrity. (E.g. Roads: reconstruction of roadway/curbs can be saved; Bridges: removal and replacement of bridge with abutment modification; Underground: removal and replacement of part of an underground drainage or water system.

Very Poor Condition - requires extensive rehabilitation to maintain integrity. (E.g. Roads: extensive full depth, partial depth and curb repair of a roadway with a structural overlay; Bridges: superstructure replacement; Underground: repair of joints and/or replacement of pipe sections.

Poor Condition - requires standard rehabilitation to maintain integrity. (E.g. Roads: moderate full depth, partial depth and curb repair to a roadway with no structural overlay needed or structural overlay with minor repairs to a roadway needed; Bridges: extensive patching of substructure and replacement of deck; Underground: insituform or other in ground repairs.

Moderately Poor Condition - requires minor rehabilitation to maintain integrity. (E.g. Roads: minor full depth, partial depth or curb repairs to a roadway with either a thin overlay or no overlay needed; Bridges: major structural patching and/or major deck repair.

Moderately Fair Condition - requires extensive maintenance to maintain integrity. (E.g. Roads: thin or no overlay with extensive crack sealing, minor partial depth and/or slurry or rejuvenation; Bridges: minor structural patching, deck repair, erosion control.)

Fair Condition - requires routine maintenance to maintain integrity. (E.g. Roads: slurry seal, rejuvenation or routine crack sealing to the roadway; Bridges: minor structural patching.)

Good or Better Condition - little to no maintenance required to maintain integrity.

Note: **If the infrastructure is in "good" or better condition, it will NOT be considered for SCIP/LTIP funding unless it is an expansion project that will improve serviceability.**

2) **How important is the project to the safety of the Public and the citizens of the District and/or service area?**

25 - Highly significant importance
20 - Considerably significant importance
15 - Moderate importance
10 - Minimal importance
5 - Poorly documented importance
0 - No measurable impact

Appeal Score _____

Criterion 2 – Safety
The applying agency shall include in its application the type of deficiency that currently exists and how the intended project would improve the situation. For example, have there been vehicular accidents attributable to the problems cited? Have they involved injuries or fatalities? In the case of water systems, are existing hydrants non-functional? In the case of water lines, is the present capacity inadequate to provide volumes or pressure for adequate fire protection? **In all cases, specific documentation is required.** Mentioned problems, which are poorly documented, generally will not receive more than 5 points.

Note: Each project is looked at on an individual basis to determine if any aspects of this category apply. **Examples given above are NOT intended to be exclusive.**

3) **How important is the project to the health of the Public and the citizens of the District and/or service area?**

25 - Highly significant importance
20 - Considerably significant importance
15 - Moderate importance
10 - Minimal importance
5 - Poorly documented importance
0 - No measurable impact

Appeal Score _____

Criterion 3 – Health
The applying agency shall include in its application the type, frequency, and severity of the health problem that would be eliminated or reduced by the intended project. For example, can the problem be eliminated only by the project, or would routine maintenance be satisfactory? If basement flooding has occurred, was it storm water or sanitary flow? What complaints if any are recorded? In the case of underground improvements, how will they improve health if they are storm sewers? How would improved sanitary sewers improve health or reduce health risk? **In all cases, quantified documentation is required.** Mentioned problems, which are poorly documented, generally will not receive more than 5 points.

Note: Each project is looked at on an individual basis to determine if any aspects of this category apply. **Examples given above are NOT intended to be exclusive.**

4) **Does the project help meet the infrastructure repair and replacement needs of the applying agency?**
Note: Applying agency's priority listing (part of the Additional Support Information) must be filed with application(s).

25 - First priority project
20 - Second priority project
15 - Third priority project
10 - Fourth priority project
5 - Fifth priority project or lower

Appeal Score _____

Criterion 4 – Jurisdiction's Priority Listing
The applying agency **must** submit a listing in priority order of the projects for which it is applying. Points will be awarded on the basis of most to least importance. The form is included in the Additional Support Information.

5) **To what extent will a user fee funded agency be participating in the funding of the project?**

10 – Less than 10%
9 – 10% to 19.99%
8 – 20% to 29.99%
7 – 30% to 39.99%
6 – 40% to 49.99%
5 – 50% to 59.99%
4 – 60% to 69.99%
3 – 70% to 79.99%
2 – 80% to 89.99%
1 – 90% to 95%
0 – Above 95%

Appeal Score _____

Criterion 5 – User Fee-funded Agency Participation
To what extent will a user fee funded agency be participating in the funding of the project? (Example: rates for water or sewer, frontage assessments, etc.). The applying agency must submit documentation.

6) **Economic Growth – How the completed project will enhance economic growth (See definitions).**

10 – The project will directly secure new employment
5 – The project will permit more development
0 – The project will not impact development

Appeal Score _____

Criterion 6 – Economic Growth
Will the completed project enhance economic growth and/or development [redacted]?

Definitions:

Secure new employment: The project as designed will secure development/employers, which will immediately add new permanent employees [redacted]. The applying agency must submit details.

Permit more development: The project as designed will permit additional business development/employment. The applying agency must supply details.

The project will not impact development: The project will have no impact on business development.

Note: **Each project is looked at on an individual basis to determine if any aspects of this category apply.**

7) **Matching Funds - LOCAL**

10 - This project is a loan or credit enhancement
10 – 50% or higher
8 – 40% to 49.99%
6 – 30% to 39.99%
4 – 20% to 29.99%
2 – 10% to 19.99%
0 – Less than 10%

List total percentage of "Local" funds 30 **%**

Criterion 7 – Matching Funds – Local

The percentage of matching funds which come directly from the budget of the applying agency. Ten points shall be awarded if a loan request is at least 50% of the total project cost. (If the applying agency is not a user fee funded agency, any funds to be provided by a user fee generating agency will be considered "Matching Funds – Other").

8) **Matching Funds – OTHER** **List total percentage of "Other" funds 0 %**

10 – 50% or higher
8 – 40% to 49.99%
6 – 30% to 39.99%
4 – 20% to 29.99%
2 – 10% to 19.99%
1 – 1% to 9.99%
0 – Less than 1%

List below each funding source and percentage

_____ _____ %
_____ _____ %
_____ _____ %
_____ _____ %
_____ _____ %

Criterion 8 – Matching Funds - Other
The percentage of matching funds that come from funding sources other than those mentioned in Criterion 7. A letter from the outside funding agency stating their financial participation in the project and the amount of funding is required to receive points. For MRF, a copy of the current application form filed with the Hamilton County Engineer's Office meets the requirement.

9) **Will the project alleviate serious capacity problems or hazards or respond to the future level of service needs of the district?**

10 - Project design is for future demand.
8 - Project design is for partial future demand.
6 - Project design is for current demand.
4 - Project design is for minimal increase in capacity.
0 - Project design is for no increase in capacity.

Appeal Score

_____

Criterion 9 – Alleviate Capacity Problems
The applying agency shall provide a narrative, along with pertinent support documentation, which describe the existing deficiencies and showing how congestion will be reduced or eliminated and how service will be improved to meet the needs of any expected growth or development. A formal capacity analysis must accompany the application to receive more than 4 points. Projected traffic or demand should be calculated as follows:

Formula:
Existing volume x design year factor = projected volume

Design Year	Design year factor		
	Urban	Suburban	Rural
20	1.40	1.70	1.60
10	1.20	1.35	1.30

Definitions:
Future demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service for twenty-year projected demand or fully developed area conditions. Justification must be supplied if the area is already largely developed or undevelopable and thus the projection factors used deviate from the above table.
Partial future demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service for ten-year projected demand or partially developed area conditions. Justification must be supplied if the area is already largely developed or undevelopable and thus the projection factors used deviate from the above table.
Current demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service only for existing demand and conditions.
Minimal increase – Project will reduce but not eliminate existing congestion or deficiencies and will provide a minimal but less than sufficient increase in existing capacity or service for existing demand and conditions.
No increase – Project will have no effect on existing congestion or deficiencies and provide no increase in capacity or service for existing demand and conditions.

10) Readiness to Proceed - If SCIP/LTIP funds are granted, when would the construction contract be awarded?

5 - Will be under contract by December 31, 2009 and no delinquent projects in Rounds 20 & 21
3 - Will be under contract by March 31, 2010 and/or one delinquent project in Rounds 20 & 21
0 - Will not be under contract by March 31, 2010 and/or more than one delinquent project in Rounds 20 & 21

Criterion 10 – Readiness to Proceed
The Support Staff will assign points based on engineering experience and status of design plans. A project is considered delinquent when it has not received a notice to proceed within the time stated on the original application and no time extension has been granted by the OPWC. An applying agency receiving approval for a project and subsequently canceling the same after the bid date on the application will receive zero (0) points under this round and the following round.

11) Does the infrastructure have regional impact? Consider origination and destination of traffic, functional classifications, size of service area, and number of jurisdictions served, etc.

10 – Major Impact **Appeal Score**
8 – Significant Impact
6 – Moderate Impact _____
4 – Minor Impact
2 – Minimal or No Impact

Criterion 11 - Regional Impact
The regional significance of the infrastructure that is being repaired or replaced.
Definitions:

Major Impact – Roads: Major Arterial: A direct connector to an Interstate Highway; Arterials are intended to provide a greater degree of mobility rather than land access. Arterials generally convey large traffic volumes for distances greater than one mile. A major arterial is a highway that is of regional importance and is intended to serve beyond the county. It may connect urban centers with one another and/or with outlying communities and employment or shopping centers. A major arterial is intended primarily to serve through traffic.

Significant Impact – Roads: Minor Arterial: A roadway, also serving through traffic, that is similar in function to a major arterial, but operates with lower traffic volumes, serves trips of shorter distances (but still greater than one mile), and may provide a higher degree of property access than do major arterials.

Moderate Impact – Roads: Major Collector: A roadway that provides for traffic movement between local roads/streets and arterials or community-wide activity centers and carries moderate traffic volumes over moderate distances (generally less than one mile). Major collectors may also provide direct access to abutting properties, such as regional shopping centers, large industrial parks, major subdivisions and community-wide recreational facilities, but typically not individual residences. Most major collectors are also county roads and are therefore through streets.

Minor Impact – Roads: Minor Collector: A roadway similar in functions to a major collector but which carries lower traffic volumes over shorter distances and has a higher degree of property access. Minor collectors may serve as main circulation streets within large, residential neighborhoods. Most minor collectors are also township roads and streets and may, or may not, be through streets.

Minimal or No Impact - Roads: Local: A roadway that is primarily intended to provide access to abutting properties. It tends to accommodate lower traffic volumes, serves short trips (generally within neighborhoods), and provides connections preferably only to collector streets rather than arterials.

12) What is the overall economic health of the jurisdiction?

10 Points
8 Points
6 Points
4 Points
2 Points

Criterion 12 – Economic Health
The District 2 Integrating Committee predetermines the applying agency's economic health. The economic health of a jurisdiction may periodically be adjusted when census and other budgetary data are updated.

13) Has any formal action by a federal, state, or local government agency resulted in a partial or complete ban of the usage or expansion of the usage for the involved infrastructure?

10 - Complete ban, facility closed
8 – 80% reduction in legal load or 4-wheeled vehicles only
7 – Moratorium on future development, *not* functioning for current demand
6 – 60% reduction in legal load
5 - Moratorium on future development, functioning for current demand
4 – 40% reduction in legal load
2 – 20% reduction in legal load
0 – Less than 20% reduction in legal load

Appeal Score _____

Criterion 13 - Ban
The applying agency shall provide documentation to show that a facility ban or moratorium has been formally placed. The ban or moratorium must have been caused by a structural or operational problem. Points will only be awarded if the end result of the project will cause the ban to be lifted.

14) What is the total number of existing daily users that will benefit as a result of the proposed project?

10 - 30,000 or more
8 - 21,000 to 29,999
6 - 12,000 to 20,999
4 - 3,000 to 11,999
2 - 2,999 and under

Appeal Score _____

Criterion 14 - Users
The applying agency shall provide documentation. A registered professional engineer or the applying agency's C.E.O must certify the appropriate documentation. Documentation may include current traffic counts, households served, when converted to a measurement of persons. Public transit users are permitted to be counted for the roads and bridges, but only when certifiable ridership figures are provided.

15) Has the applying agency enacted the optional $5 license plate fee, an infrastructure levy, a user fee, or dedicated tax for the pertinent infrastructure? *(Provide documentation of which fees have been enacted.)*

5 - Two or more of the above
3 - One of the above
0 - None of the above

Appeal Score _____

Criterion 15 – Fees, Levies, Etc.
The applying agency shall document (in the "Additional Support Information" form) which type of fees, levies or taxes they have dedicated toward the type of infrastructure being applied for.